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1. A Russian, (fnu) Smolikov, is now the director of the Berliner Technisches Bureau (BTB) of RAG Transmasch. 1/ In mid-January 1953, Smolikov called together the members of the German direction and of the experimental department of BTB to reproach them for what he called their unsatisfactory scientific and technical performance during 1952. It was evident from Smolikov's remarks that prior to the meeting he had attended a conference of representatives of all four Transmasch scientific-technical bureaus. The conference took place at Transmasch headquarters in Leipzig under the chairmanship of Russian (fnu) Bessarabchuk, present head of the Scientific-Technical Department at Transmasch headquarters. Smolikov was apparently criticized there for the poor performance of BTB.

2. Smolikov's criticism is well-founded, since BTB has completed almost none of the development orders assigned to it since 1951. German personnel pointed out to Smolikov that the reasons for BTB's poor performance were the shortage of critical material and equipment, and the lack of skilled personnel. The director committed himself to seeing that sufficient material and equipment would be provided in the future. To alleviate the personnel situation, BTB plans to hire in the near future a considerable number of designers, construction engineers, experimental engineers and skilled technicians for the production department.

3. Early in February 1953, new development orders were assigned BTB by the Scientific-Technical Department of Transmasch headquarters. In contrast to the 1952 development orders which came originally from the Russian Academy of Sciences, the 1953 orders came from an unknown Russian industrial ministry. The orders were allegedly prepared with the assistance of Smolikov's deputy, (fnu) Mishkin, who was in Moscow from the end of December 1952 to February 1953.

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4. The number of new development orders so far assigned to BTB is less than 10. The following are included:

- a) Development of a device, and construction of one model, to determine the fuel consumption of a motor (sic)² from 50 to 700 cubic meters per hour and for 100 to 1,000 cubic meters per hour. BTB only accepted the part referring to the 100 to 1,000 cubic meter per hour range, due to its lack of an adequate rotary piston gas meter (Drehkolbengasmesser). The order is to be completed by the end of 1953.
- b) Development, including construction of a model, of a test stand for a compressor of the brake system KAS 120. This order is to be completed by the second quarter of 1954.
- c) Development, including construction of one model, of a test stand for oil pumps of tiltable cars KAS 120. 3/ To be completed by the second quarter of 1954.
- d) Development of a rotation heat exchanger in 1953.
- e) Development and construction of two models, of a gas turbomotor with a terminal output (effektive Endleistung) of 200 h.p. This motor is to have a radial compressor, a radial-flow turbine for the compressor, and a driving turbine of radial type with adjustable blades. Fuel consumption as originally prescribed was 295 grams per h.p.-hour. Basing his request upon the objections of the German BTB experts, Smolikov applied for a change of the fuel consumption to 500 grams per h.p. hour. It was ultimately set at 350 grams per h.p. hour. This order is to be completed by the second quarter of 1954.

1/ [] Comment: It was previously reported that Smolikov spent only part of his time at BTB because he had to supervise other technical offices. This is no longer the case. []

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2/ [] Comment: Possibly compressor is meant.

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3/ [] Comment: The German BTB technicians do not know what the KAS 120 is. They will eventually find out when the specifications arrive. Smolikov made remarks to the effect that the KAS 120 is similar to the SIS 120.

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